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IN THE SPECIFICATION

Please amend the following paragraphs of the specification as issued (U.S. 5,917,679) as follows:

1. Please amend the fourth paragraph in column 5:

Trailing ABS 110c and 110d are provided at the rear surface portion of the slider body 100 adjacent a rear edge 123 thereof. These trailing ABS platforms 110c and 110d are symmetrically disposed on opposite sides of a central longitudinal axis of the slider body 100 and are aligned with one another in lateral direction of the slider body 100, and provide a positive lifting force at an air outlet between the slider body 100 and the disc surface (not shown). In operation, the front and rear ABS platforms 110a, 110b, 110c and 110d generate sufficient positive pressure to support the slider body 100 in a suspended state above a rotating disk of a hard disk drive. The U-shaped air bearing platform circumscribes a majority of negative pressure cavity 150 that is formed on principal surface 111. At least one of the rear ABS platforms 110c, 110d includes a sidewall 190 that is contiguous with side edge 192 of slider body 100 extending between lead edge 121 and rear 123, and generally obliquely to principal surface 111 as well as the major surfaces shown for the rear ABS platforms 110c, 110d. The trailing, terminal sidewall 192 of at least one of the rear ABS platforms 110c, 110d is angularly inset from its junction with sidewall 190 and side edge 192.

2. Please amend the paragraph bridging columns 5 and 6 of the original patent as follows:

Additionally, a forwardmost portion 131 of the arcuate cross rail 130 may be generally aligned with the longitudinal axis L of the slider body 100 and positioned partially between the lead ABS platforms 110a, 110b. [However, the cross] Cross rail 130 is however, positioned a distance from a rear edge 133a 133b of each of the lead ABS platforms 110a, 110b to form a pair of wide [passage] passages 135a, 135b therebetween. The wide Wide passages 135a, 135b coact

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with a wide space 135c extending from the lead edge 121 and interposed between the lead ABS platforms 110a, 110b and generally aligned with the longitudinal axis L, to form a wide air flow channel 135 that terminates along the sides of the slider body 100. The configuration of the air flow channel 135 enhances the stability of the slider 100, particularly as the skew angle of air flowing past the slider body 100 increases. The configuration of the air flow channel 135 and cross rail 130 provide further advantages to be discussed more thoroughly hereinafter. It is noted that the arcuate cross rail 130 should be made as thin as possible to avoid adverse influence on the positive pressure areas created by the four separate and distinct air bearing surfaces 110a, 110b, 110c, 110d, while simultaneously providing a stable and centrally located negative pressure area 150.